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REPORT NO.

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SUPPLEMENT TO  
REPORT NO. 25X1X

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1. Two photostats of plans for the railroad bridge over the Oder River near Guestrin (O 55/V 56) obtained show the structure prior to destruction in early 1945 and after reconstruction. \*
2. This bridge is near the highway bridge coming from Berlin which connects Guestrin-Kietz and Guestrin-Jitstadt at kilometermarker 83.6. \*\* The span over the stream was demolished but was rebuilt with R-type bridge equipment. The other superstructure was slightly damaged and has been repaired. The heavy piers were rebuilt in their original form. Work was supervised by a Soviet engineer headquarters. The steel construction was done by Beuchelt and Company, formerly from Gruenberg/Silesia (W 54/- 24), and now located in Bornburg (W 52/D 76). Concrete work was done by the Berlin firm of Hagemann and Guckes. Local labor offices supplied necessary laborers.

The bridge is guarded by three Soviet sentries. Three searchlights are used at night. A fourth searchlight, which is portable, is mounted on a watchtower. The sentries have orders not to challenge but to fire on any persons approaching closer than 50 meters to the bridge. These observations were made in February 1950. \*\*\*

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\*   Comment. See Annex 1 for photostat showing bridge prior to destruction, and Annex 2 for photostat showing bridge after reconstruction.

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after reconstruction.  
 \* \* \* Comment. See Annex 3 for sketch showing bridge route  
 as it was in December 1949. Annex 4a is photograph of  
 bridge before demolition.

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CENTRAL INTELLIGENCE AGENCY

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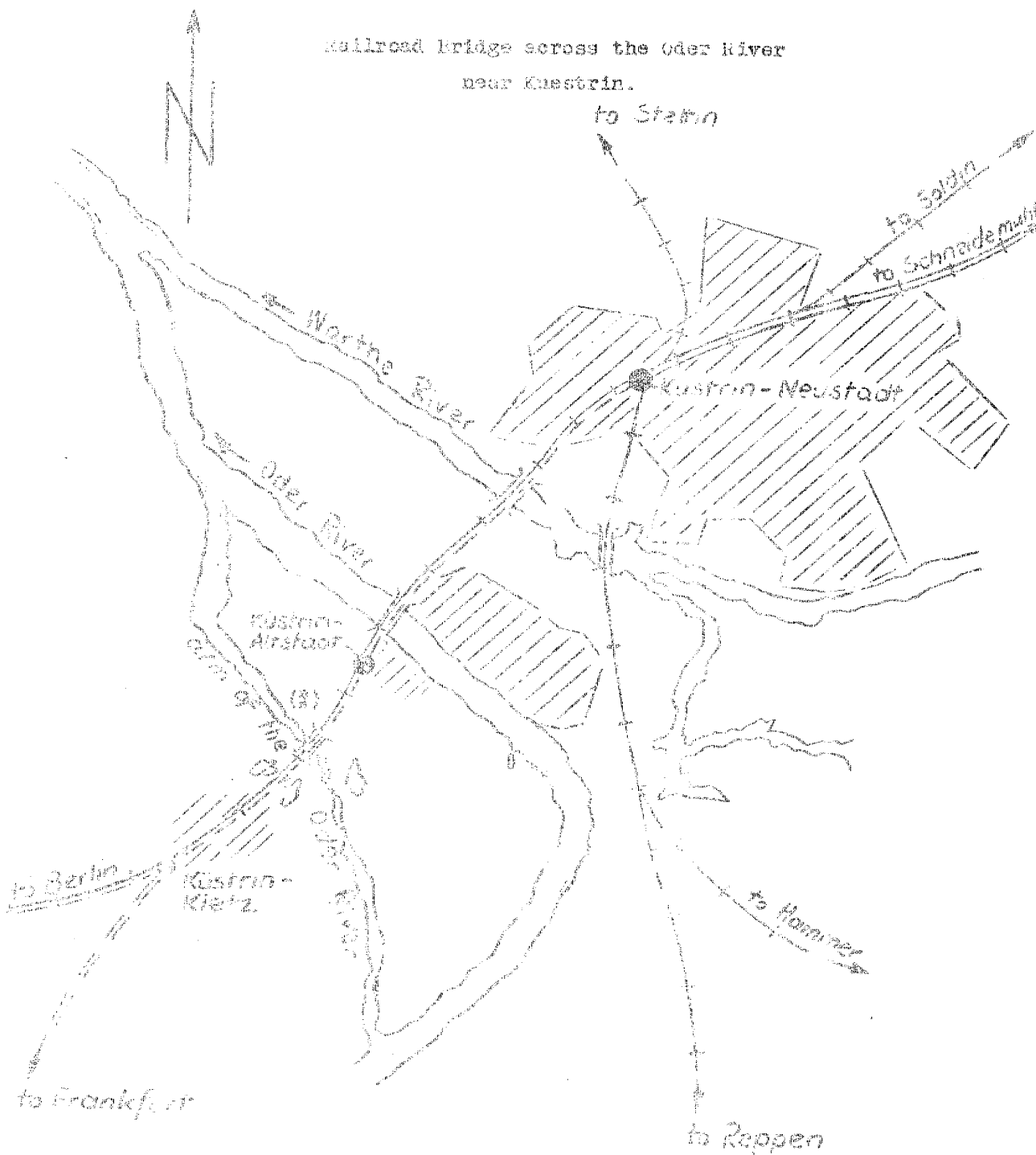
Comment. The bridge is on the Berlin-Kuesten-Schneidemühl trunk line. This line is single track in the Soviet zone of Germany and double track in Polish-occupied territory. Much of the Soviet east-west traffic uses this line. The bridge has two tracks running on separate bridge sections. It crosses the river and its flood area in four spans. The superstructures of the spans are made of semi-parabolic truss girders. One span is 66 meters long, the other three are each 88½ meters long. The 80-meter span was destroyed in February 1945, but the others were damaged slightly by artillery fire. The span over the river was rebuilt with R-type equipment. This is a heavy R-type military bridge equipment. Only one track of the bridge was rebuilt. Plans call for the eventual replacement of the R-equipment with a permanent structure. There is an additional bridge over the flood area of the Oder river. This bridge, which faces the larger structure, had three tracks on three separate parallel sections resting on common piers. It was a steel plate girder bridge with the floor system supported at the upper chord. It had eleven 15-meter spans. Apparently this bridge was not demolished. It seems that only one of its three tracks is now being used, as the entire Berlin-Kuesten line is single track. See annex 4b for photograph of this latter bridge.

- 4 annexes: (1) Photostat of Bridge prior to destruction  
 (2) Photostat of Bridge after reconstruction  
 (3) Sketch of Bridge done in December 1949.  
 (4) a. Double-track railroad bridge across the Oder river near Kuesten (before demolition)  
 b. Triple-track railroad bridge across the flood area of the Oder river near Kuesten (before demolition)

## CENTRAL INTELLIGENCE AGENCY

Section 2

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## Legend:

- (A) Highway bridge, located about 100 meters downstream from RR Bridge  
 formerly double track (one track dismantled)  
 single track  
 double track  
 formerly double track, totally dismantled